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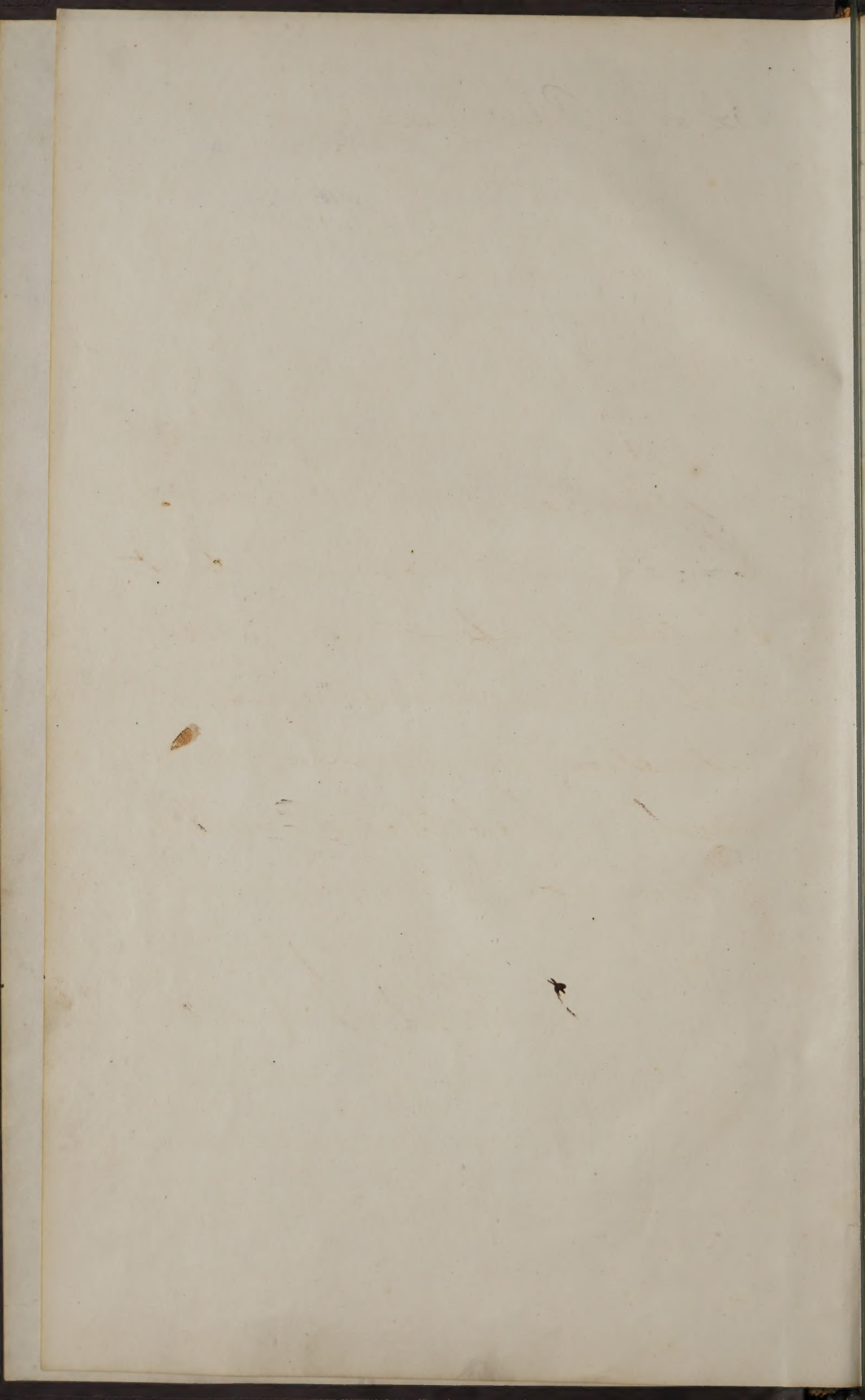
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Phases and Phalings
with thousands and facts
relating to life on the seas,
and rare, curious, and
interesting facts about the life
which inhabits the waters
of this globe.

Cy Capt. H. R. Brown



Whales and Whaling,
~~with~~ other incidents and facts
relating to life on the seas,
and rare, curious, and
interesting facts about the life
which inhabits the waters
of the globe.

By Capt. W. P. Browne.

Within the entire range of natural History, there is nothing which will give to the general student a profounder interest than the Whale: and nothing, in all the various pursuits of mankind possesses a more exciting and thrilling field of adventure than that of hunting the whale.

In connection with this business and necessarily incidental to it, there is much that is of the greatest interest, in the various parts of the world visited, and the many strange and wonderful inhabitants of the ocean which will come more or less under observation.

Comparatively but a brief chapter from my experience in hunting the whale, and life on the seas, can be given in the hour allotted for this lecture; the general facts of which are within my own personal knowledge.

It is impossible to determine when this business began, but it is said that in the days of "King Alfred" there appeared a gallant old northman who told wondrous stories about the whales captured by the Fins off the coast of Lapland.

In 1688 the Dutch whale fisheries of Holland employed twelve thousand men and, for the forty six years ending with 1721, the Dutch had captured 32,900 whales, valued at sixteen millions pounds sterling. ———

The first fruits of American Whaling appeared in the markets about 1672; and the Americans became unrivalled as hunters of the grandest game in the world. ———

In 1840 the American Whaling fleet numbered 675 vessels valued at twenty five millions of dollars. ———

In the year 1827 there sailed from New London, Conn., the ship *Phenix*, Capt. James B. Smith, and the *Barge Superior*, Capt. John P. Rice, both bound on a Sperm whaling cruise in the Pacific Ocean.

These commanders were brothers in law of mine. One of them, Capt. Rice, is now dead:

The *Superior* sailed five months before the *Phenix*.

I was a harpooner on the *Phenix*, and then quite a lad.

A remarkable coincidence in the voyage of these ships may be noted.

Nearly two and ~~one~~^a half years after leaving home, and while cruising off the Navigator group, we fell in with and spoke the Superior, she hailing 2,600 barrels sperm oil, and wanting eight hundred barrels to fill: while we had 3,600 barrels, and only wanted one whale to fill. In a few days afterward our ship started for home via the Friendly Isles and Cape Horn, and did not again see the Superior until we arrived off Montauk Point, when we sighted her to the eastward, ran down and spoke her, and sailed up the harbor of New London, together.

In those days cannibalism was common on many islands in the Pacific. Capt. Smith, I believe, had the best faculty to deal with these natives, of any Captain in the Pacific. He always invited the king and his chiefs on board, treating them with the most careful attention and kindness. He never left them without an abundant supply of pigs, fowls, sweet-potatoes, bananas, pine apples, and all the most delicious tropical fruits. None of our men were ever molested, even when among the Fijees or New Zealanders, the most bloodthirsty cannibals in

the world. I recall an incident occurring on one of my early voyages off the Navigator Islands, which shows the great skill and endurance of these natives in the water, and their strange relish for putrid food. A young chief seeing our ship, some twenty miles from his island, took it into his head to give us a call. In the night we heard some one hail the ship in the native dialect; so we backed the maintopsail and took on board a young man who had been swimming after us since early morning.

His form was perfect. His color the tinge of the ripe olive, with a skin like polished alabaster. He had large, lustrous black eyes, and teeth like pearls, as even and regular as could be placed by the most skillful dentist. His only clothing was a piece of cloth from the bark of a tree, around his loins. He at once called for a drink of water; and while passing along the deck, he scented some putrid porpoise blubber in our copper cooler. — To our disgust and amazement he began to

devour it with great satisfaction, exclaiming Motarkee! that is, good! We were obliged to drive him away. I offered him pieces of beef and pork, but on tasting it, he quickly spit it out, with a most hideous face. This fellow staid with us a week, until sighting another ship, he jumped overboard and swam to her. Finally as we neared the Sandwich Islands he joined us again, being in the water, this time, fifteen hours. From Honolulu we sent him home on another vessel.

The whaling business some years ago, was immensely profitable to owners and officers of vessels which have been under the management of careful and skillful men — those who have ^{given} thought and study to the business. —

I have known a captain to get as his pay for a voyage of thirty months thirty thousand dollars; and yet paying the other officers and men a very large sum, the owner would realize a small fortune from such a voyage. —

Why, with oil at \$1.65 per gallon, as I have known it, a large ship might return with a cargo of oil and bone that would bring not less than two hundred thousand dollars! This would leave a large margin for profit, as the cost of fitting and maintaining a vessel then, would not near equal the cost of such fitting at the present time. I was once offered, by a man in New Bedford, thirty thousand dollars, for a voyage of thirty months. Not wishing to go on a whaling voyage then, I declined the offer, but asked

how he could afford to pay me such a salary. He affirmed that he could afford to do it, and then make more money than by paying the usual share of one barrel in sixteen.

He told me that he kept a record of every Captain and officer in the Whaling fleet of the United States.

He knew how many voyages they had made, how much oil they got, on every voyage, the money realized from its sale, and also knew their character and reputation.

To my surprise he proved his knowledge in this direction; and I could see how he was enabled to make his ships successful and pay those employed the highest salaries or lays. — When this man died, he left over seven millions of dollars — mostly made in the whaling business. —

I propose to take you on a whaling voyage, giving you a general idea of the method of hunting and catching Right and Sperm whales, with other incidents, facts and adventures within my own knowledge, and do it without the

slightest personal risk to yourselves from the perils and dangers we may see from various sources, during the cruise. —

It is important to give you some general information concerning the outfit of a whale ship, without going much into detail. —

Because for a period of thirty months this ship is to be our home; and to bring home the valuable trophies of our grand hunting expedition.

Whale ships vary in size from two hundred to six hundred tons burthen, and,

as we expect to make a large catch, we will take one of the largest.

This will be fitted for a three year's voyage, and, have a crew of forty men.

The provisions will consist of about three hundred barrels of beef and pork — One hundred and fifty barrels of flour headed up in large air tight casks — I have put such casks of flour on an island in the southern ocean, thoroughly packed in snow, made the voyage home and returning again took my flour on board, and found it as sweet as when

first-packed. We are also supplied with sugar, molasses, tea, coffee and butter packed in firkins and then headed up in large well coopered casks, filled with dry salt. —

Then we have pork and beef hams, cheese, codfish, pickles, potatoes and onions, and various kinds of spices. We take in twenty five thousand gallons of fresh water with vent holes in the casks to keep it sweet. —

Our hunting and capturing outfit consists of harpoons, lances, cutting spades with long handles, boarding knives, Mincing knives

for cutting the blubber into thin slices, — six large iron pots holding three hundred gallons each for trying pots; copper skimmers, pikes for handling the blubber, — large iron hooks weighing one hundred and twenty five pounds each, for hoisting in the blubber, eight whale boats, cedar boards and oak timbers for more boats, yellow pine heading plank, white oak plank, various kinds of paints, canvas for sails &c. — We have the materials for setting up white oak casks in packages called shooks; oak wood and coal,

blacksmith's forge and tools,
 ready made hoops and
 iron for more. Whale
 lines 180 fathoms each,
 extra oars for boats &c. —
 Our crew consists of Captain
 four mates five harpooners,
 a carpenter, cooper,
 blacksmith, sailmaker,
 cook, steward and shipkeeper.
 A doctor is also required
 on all English, French
 and German ships. —

Two divisions are made
 of a ship's crew, called the
 starboard and larboard
 watch, which relieve each
 other in their duties at
 intervals of four hours,

except in the evening when the interval is two hours, viz. from four to six and from six to eight. — Our ship mans five boats, each having a crew of six men including the officer in command and the harpooner who pulls the forward oar until about to strike a whale. After fastening with the harpoon he exchanges his position with the officer, who comes to the bow and kills the whale with the lance. — The boats are sharp at both ends, twenty eight feet long by five feet wide, and nine inches deep. —

They are built of oak and cedar, very light, and are intended to be made in the best possible manner.—

Each boat is furnished with four harpoons, two lances, one spade, which is for cutting the whales flukes to bring him to, a tub or two of line of 180 fathoms each.

These lines are three stranded, having eighteen threads in each strand, the thread very strong and even, capable of a strain of one hundred and fifty pounds each—and the rope which is one inch in diameter will sustain a strain equal to eight thousand pounds.—

The harpoon is dart shaped with a barb on each side, and its length including shank and socket, is about three feet. A rough hickory pole is inserted in the socket, making the whole length of the instrument about eight feet. A rope strap is spliced on the shank below the socket and firmly seized to the pole, to receive the tow line. Two of these harpoons are held on a crotch fastened to the side of the boat when in pursuit of whales. The lance is diamond shaped, has no barbs and is of fine steel, sustaining a very sharp edge.

It is about twelve feet in length, including its pole, and has attached to it a small cord of nine fathoms length, and its only use is for killing the whale after it has been struck with the harpoon. Each boat is provided with a sail and rowed by five men — the officer, at first, steering with an oar twenty two feet in length. Now, if we include a keg with fresh water, bucket for bailing, a boat compass, and keg containing lantern, tinder box, flint and steel, matches, sperm candles and some sea bread with boat knives and hatchet, we have

the equipment usually required for service. On leaving home, the first thing to be done is to divide the ships crew into two divisions, the starboard and larboard watch, and to choose the boats crews. —

When the weather will permit, these boats will be lowered and their crews drilled in all the movements of actual whale catching. They are trained in pulling, backing — Starming is the nautical term — and darting the harpoon and lance. —

The excitement is often intense and keen — the boats being frequently upset, purposely, that the men

may learn how to take care of themselves in such an emergency, and they are obliged, often, to swim for dear life to reach another boat. This discipline is necessary for the safety and success of the crew when actually hunting the whale.

We will now, briefly speak of the whale, as to his habits, nature and homes, or feeding grounds. —

There are many kinds of whales, — and they are known as the Sperm, the black or right whale, the Humpback, the Finback and the Sulphur bottom whale. —

There is, also, the Grampus, sometimes called the White whale; but they are quite small as compared with the others named. — I saw one which Barnum had on exhibition, many years ago. — it was a white Grampus. The Sulphur bottom is very large, and has some peculiar characteristics. I was once off Cape Horn on my passage home, with a cargo of guano. We were scudding before a furious gale, at great speed, when all at once, in the middle watch, at night. — a solid mass of phosphorescent light was observed, just ahead,

by the man on the lookout,
who called out— Breakers
ahead. — Hard a port the
helm; — quick; — All at
once I felt a shock or bump
against the ship, and, at
the moment, thought we
had struck a rock, as I
always hug the land in
doubling Cape Horn, —
I called out, try the pumps!
but no water was found. —
Again we saw a monstrous
streak of phosphorescent
light astern, coming towards
us, almost like a streak of
lightning, and in an
instant was alongside,
rubbing against the ship —

It was a large Sulphur bottom
 whale; and was equal in
 length to our ship. For four
 hours he kept our company,
 frequently rubbing against
 the ship, which would jar
 her from stem to stern! —
 I could have thrown a lance
 in that whale, but dare
 not for fear of his striking
 the ship with his flukes; —
 which were not less than
 twenty feet wide — and a
 slight blow would have sunk
 us. This whale, no doubt,
 thought us one of his kind
 and was playing with us,
 as they are accustomed to do
 with each other.

They frequently keep company with a vessel, in the night, until they learn that their supposed playfellow is wholly a stranger, and then, suddenly leave. —

The whale of every kind is a frisky animal, and they are frequently seen engaged in sporting with each other, playing all sorts of antics, like a herd of young animals upon the land. — They will dart out of water their whole length, and when they fall the white water is dashed to a great height, and can be seen from a vessel more than twenty miles. —

Sometimes they congregate in large shoals, and play for hours in this way.—

Then the ocean, for miles around, seems one vast-sheet of breakers, and the sight is more magnificent than Niagara! At such times it is dangerous to approach them; but I have, more than once, had the temerity to do it,—but, always with a stoven boat,—and glad was I to get away and leave them until their play spell was ended.—

The Sperm whale is almost constantly on the move in search of its food, which is not found in any particular

locality. — and it is never seen among any other species of whale. They go in what are called schools — and I have seen as many as three thousand in one herd. They have certain passages they make, and will take a straight line from one place to another, not deviating from it, moving at the rate of five to ten miles per hour. When the males attain their third year, they leave the school of cows and calves, and form themselves into herds of one hundred to a thousand,

and go out to seek their own living. At that age they will make about ²⁴⁰ thirty barrels of oil, and they increase in size at the rate of about ten barrels per annum.

They reach their full size at twenty years, and will often yield one hundred and thirty barrels, — depending very much, however, like an ox, upon the quantity and quality of the food they obtain.

They are, like land animals, scarce, at times.

When the males arrive at the age of ten years, they have terrible fights with

each other — each striving for the mastery. The victor takes command of the whole school, and drives away all his fellows, who are not regarded worthy of the society of that school. These outcasts then seek another herd and engage in a fight with its master. Thus there is more or less of constant warfare going on between the leaders and would be masters of the many schools which inhabit the ocean. An old soldier, as he is termed, is generally pretty well scarred about the head; showing the marks

of many a hard fought battle. I have seen a sperm whale's jaw bent so as to stand at a right angle with his body. When fighting their bellow and roar is terrific, — like distant thunder. —

Sometimes they are unusually vicious, and it is very dangerous to approach them. During ~~the~~ our late war I was engaged in sea fights; yet the danger was not so great as to attack a vicious sperm whale. — Right whales differ from the sperm, in several important particulars.

The latter are generally found in deep water, and feed on creatures of great size; while the former are found, at certain periods, in the bays and shoal waters of the coasts, - and feed on small creatures which float on the surface, and which often cover the sea for miles in extent. This food seems to be formed in the deep sea, and rising to the surface as it matures, looks like clotted blood.

The right whale has no teeth, but is provided with plates, like horn—known as whale bone—and, so formed and disposed in the mouth that it acts like a sieve in separating its food from the water. The cavity of the mouth, excluding the tongue, is equal to a stowage capacity of one hundred and fifty barrels in a large whale. In feeding they run through the water, with the mouth open, and when filled, raise the head, and press out the water, swallowing the food. —

The sperm whale has huge, sharp teeth for cutting the immense squid on which it feeds. —

I have seen a squid thirty feet long — and have also seen sperm whales vomit, in their death agony, pieces as large as a five barrel cask. The male of this species attains the largest size, while of the Right whale, the female is the larger. The upper jaw of the sperm whale is much larger than the lower, and contains the case and junk from which the valuable

spermaceti is taken.

The lower jaw is armed with ivory teeth. In the right whale the lower jaw with its lips and tongue is much the larger. The Sperm whale uses both head and flukes for his weapons, but the right whale depends chiefly on his enormous flukes. — and he has a more extensive use of them than the sperm. — The head of the Sperm is comparatively, insensible to hurts, — while the right is exceedingly sensitive on the tip of its jaw. —

However swiftly one may be advancing on a boat, a slight prick of the lance or a tap on the nose, will arrest their forward motion, at once.

Some twenty years ago, while off the islands of St. Paul and Amsterdam, in the Indian Ocean, and while in my boat after a whale, I called the harpooner up and ordered him to fasten. He did it — the whale going down and upsetting the boat; we righted her and got in; the whale rose, and was coming for the boat,

when I tapped her on the nose, which stoped her; I then improved the chance and set my lance deep in her vitals; which killed her instantly — as she immediately rolled on her back, with fins out of water, stiff as a pole. — This was a rare case for quickness; as we are generally obliged to manuever a good while; sometimes for hours, before subduing the monster. —

Her calf came up soon and ran up on the mother, and lay between her fins, as if seeking and finding protection. —

There are other marked differences between the right and sperm whale, but they are more interesting to the naturalist than they can be made in this lecture. —

On leaving home for a cruise, we frequently steer directly for the Azores or Western Islands, where we take in fresh vegetables and fruits, which are both palatable and necessary for the health of the crew. —

Sperm whales are often found in this region, and we sometimes cruise here; and if successful,

send the oil home by merchant vessels. —

From thence we steer away for the equator, crossing it in longitude 25° West from Greenwich, to avoid being driven to the leeward of Cape St. Roque, by the northwest current which prevails near the equator and the coast of Brazil. — Just here it would be appropriate to speak of Old Neptune's visits to initiate the greenhands. But I have not the ^{time} ~~space~~ in this brief lecture. — Moreover, Old Neptune ~~at~~ late, allows his former

subjects to pass over
undisturbed. —

After passing St. Roque,
if bound around Cap Horn
we run parallel to the
continent of America,
until we reach the
latitude of 37° South,
where we expect to fall
in with right Whales. —

Here is Tristan da Cunha,
the principal of a group
of three islets, worthy of
note on account of its
being a stopping place
for whalers to procure
vegetables, as well as for
capturing whales, which
were formerly quite numerous
there. —

These islands are generally inaccessible, and one of them rises, abruptly, to a height of eight thousand feet. Dense fogs are common here, and I was once caught in one, while in my boat after whales. Our only safety lay in pulling in near the perpendicular rocks of this inaccessible island, and making fast to the kelp, which here grows as large as a man's thumb, and some four hundred feet long to the bottom of the sea. The wind had increased to a strong gale, with a

heavy sea running, and
 we began to feel alarmed
 for our safety. Soon a
 ship flew by us in the
 fog, like a bird, and in
 a moment was out of
 sight. It was not our ship.
 We screamed for help,
 and heard the response
 "Hold on awhile and we
 will save you all. —
 Pretty soon we heard the
 trumpet call — Be all
ready to come alongside
when we heave in sight!
 She soon appeared in
 sight, and we were taken
 on board the ship Tuscarora
 Capt. Frank Smith, one of the
 most successful whaling

captains that ever left the shores of America. —

The Albatros, which accompany whales, are not seen nearer the equator than latitude 30° South, this is a monstrous oceanic bird, inhabiting only the Southern ocean. They are never seen in the North Atlantic or North Pacific; but are very numerous off Cape Horn and Cape Good Hope, and near all the islands in the southern ocean. A similar but smaller bird is seen on the northwest coast of America

and in the Arctic ocean. In size, the albatros is much larger than the largest wild goose, and has a beak unlike any other bird I have ever seen. It is full six inches long, and white as the finest ivory — terminating in a sharp hooklike form, well adapted to the purpose of tearing the blubber from the carcass of the dead whale. — At certain seasons, the southern ocean is alive with various kinds of birds, from the stormy petrel or mother Carey's chicken, to the great Albatros and Mollimauk.

But I fancy that some of you are anxious, like many young hunters on land, to catch sight of a whale, and engage, at once in its capture. —

But let me remind you that when you see a whale for the first time, and get within twenty feet of his huge body, and hear, suddenly, his frightful roar — You will feel much weaker in the knees than usual. —

But, here we are now, on good feeding ground in the South Atlantic. —

Here the whale is moving about slowly —

going down, and often coming up very near the same spot where he went down, — and may continue right there for a week or more. — When the food becomes scarce, they move to the South and East, in the direction of the moving mass of Medusa. The food of the right whale lies in rows on the surface, twenty feet wide and miles in length — and is carried in the direction named, by the great Southern Ocean current. — The ship is made as snug as possible, in order to encounter the heavy gales prevailing on the whaling ground.

Then what is known as the
 crow's nest is prepared at
 the masthead, where the
 men sit on the lookout
 for whales — it being necessary
 to discover them before
 coming near enough to
 see them from the deck.
 Now, the lookout aloft, is
 scanning the sea all around
 as far as the eye can reach.
 At length, we hear the cry —
 Blo. os! — Blo. o. hos! —
Where away? — cries the
 officer on deck. —
 Abeam to leeward, sir! —
 How far off? Two miles, sir.
 Let us know when we head
 for her! ay, ay, sir!

Keep her off! hard up the
helm! Hard up, sir! —
Stead, a.g! Steady, sir!

Blow, hos! — a large right
whale, with her calf, ~~sir!~~ —
How far off is she, now? —
Half a mile, sir! —

Head out! head out!
Feeding, sir! and coming
right towards us! —
Call all hands to stand by
the boats! —

Al! hands, a, ho, oy! —
Stand by the boats!! —
d, ye hear the news, there
below! —
Tumble up, lively, my lads! —
ay, ay, sir!

Down helm! and let her
 come up to the wind!
 Brace up the head yards!
 So, o! Bela, ay!
 Lower away the boats! —
 lower! — I tell you with a
 will! — Let go!! —

Now we are nearing the
 huge animal which is all
 unsuspecting of danger,
 and is slowly moving along,
 with her single offspring
 playing about her, or
 contentedly moving by her side. —
 It ^{is} well for the greenhand
 that his back is towards the
 game — as it is, while he
 hears and heeds the low
 spoken, but excited tones

of the officers directions,
his breath comes quick
and fast from another
cause than that of rowing.
Pull, now! ——— O, do pull.

Pull hard, now, for one
minute more! ———

Now, my good men, pull!
Stand up, Bob! ———

Don't dart yet! ———

Spring her up, boys! ———

Give it to her!!

(away goes the harpoon.)

Give her the other iron! ———

Starn! Starn! I tell you!

So! lie! (that is, stop backing.)

Come aft, Bob! quick! ———

Take another turn with the line!
 (The whale is now sounding,
 or diving towards the bottom.)

Hold line, I tell you!

Not too hard!

You'll draw the irons out! —

There she slackens! —

Coming up, now! —

How much line out? —

Hundred and fifty fathoms,
 sir! Haul men, haul in
 the slack! Keep taut line! —
 Coil away fast there, and
 no kinks! or some of you
 will go out, when she goes
 down again! —

Here she is, coming up right
 under us! Starn! Starn! for
 your lives! So! lie! —

Pull up, now, boys, and
give me a chance with
the lance! ———

There! take that! ———

Starn! There she heaves it
out, thick as tar!
(Sprouting thick blood.)

Pull up, and let me give
her one more! lie on a little!
As the boat's head comes
close up I push the lance
into her up to the socket.
Starn! Starn! I tell you!
Now she goes in her flurry, or
death struggle! — describing
a complete circle, of a mile
in diameter, running at
a fearful speed, head out
of water some ten feet, ———

moving it from side to side, and lashing the ocean into a white foam for a hundred rods on each side of her. The noise is enough to appal the stoutest heart, unused to the fearful scene. —
 Pump in here, you lubber! — You'll learn better than to hop overboard because a whale flurries a little! — wait till you're turned out! Stick to the cedar! —

After running around this circle three or four times, she slackens her speed, growing weaker and weaker, till, finally she gives up, and straitens out on her side, on the top of the water, with her head, invariably, to

the eastward, and there she lies, dead! —

If the wind is blowing strong, the sea makes a clean breach over her, — as if she were a rock in mid ocean; this has sometimes deceived the mariner, who supposes it to be a rock, and has, accordingly so reported. —

Not long since, a captain so reported in New York —

that he had discovered a rock, with the sea breaking over it, in the track of European bound vessels, and suggested that this had been the cause of the loss of some of our Ocean steamers, of which nothing has ever

been heard. I think he was deceived by the body of a dead whale, lying upon the surface of the ocean, and if immediate and careful search had been made, either such a carcass would have been found or nothing at all. — While this capture has been, to the greenhand, a fearfully exciting one, to the old experienced whaler, the scene has been very tame, indeed. — Should the whale be a vicious one, as not infrequently happens, she will immediately show fight. —

Then the greatest care and skill is ~~the~~ required in maneuvering the boat. — Many whales have been known to wait deliberately, the approach of the boat, until within reach of their flukes, and then strike it with such force as to stave it to atoms, killing and wounding some, and sending others high into the air, or down beneath the water with such force, when not actually struck, that it would seem almost impossible for them to again reach the surface. I have had such an experience. —

and to judge solely by my feelings, went full fifty feet deep — and thought I should never stop going down, and then ^{never} ~~never~~ cease coming up. —

Sometimes they will breach their whole length out of water — or stand as it were on the end of their tails, and fall on the boat, killing every one of the crew. — I here permit me to observe that the few very large land animals which we see, are comparatively slow and unwieldy in their movements, and one unacquainted with the whale, might entertain

similar ideas of them. —
This is a mistake. The
quickness, the rapidity
and facility with which
they can use those monstrous
flukes is equaled only
perhaps, by the coachman's
whip! — and their motions
are seemingly as rapid
as our mountain trout! —
I have looked down from
aloft, and have seen a
great whale moving slowly
along — with our ship,
and seemingly unconscious
of our proximity — and
on making the discovery
that its seeming companion
was an utter stranger —
would disappear in the

twinkling of an eye. —
I have seen them coursing
through the sea as fast as
an express train — Yes,
and for a moment was
carried on the back of a
sperm whale while running
not less than thirty miles
per hour — and I holding
on to the pole of the harpoon,
which was fast in his body —
He was moving so rapidly,
that with the spray flying
around me, I could not
take breath without turning
my head around, and
when I had thus taken
breath, slid off into the sea,
preferring to take my chances
there — than to risk a

very doubtful success in bringing my steed to a reasonable place or halt;— This incident occurred on this wise. — We were after a school of sperm whales, when we found ourselves pulling right over them as they were gradually rising, on an inclined plane, towards the surface. I was ordered to throw the harpoon, and while in the act, another whale rose up, quickly, and struck her head against the stern of our boat — pitching her end over end; — but, I had fastened to my whale! —

Of course, we were all thrown into the water, — and there was, as always when a sperm whale is struck, a terrible commotion among them. Down I went, and on turning to rise, saw whales all over and above me, tumbling and rolling in frightful confusion! Coming up among them I felt something sharp penetrate one of my legs — I carry the scar now — and found myself partly in a whale's mouth; which if he had then closed — that limb, at least, would have been lost — if not my life! —

Instantly, however, I
wriggled away, — and
they were too much
engrossed by their own
fears to pay any attention
to so small an object as
myself. Trying to find
my way to an open space,
I dove down, and on
coming up, again, found
myself astride a whale's
back — the very one I had
struck! Almost intuitively
I laid hold of the harpoon
sticking near me, and
the whale moved off at
a fearful speed, carrying
me not less than a quarter
of a mile before I got my
breath and slid off. —

Here I wish to speak of a voyage I once made to the coast of Japan and Kamschatka, — where I met with unprecedented success. I procured a full ship of 3200 barrels of oil and forty thousand pounds of bone in sixty days after striking the first whale! —

The right-whale in these waters are larger than those of the South Atlantic, though of precisely the same kind. Our first-whale was taken near the southern extremity of Kamschatka, on the 29th of May, 1844 — and

was the largest I ever saw. I will give you a brief description of him, which will answer for all others of the kind, except the size. He was nearly as long as the ship — which was one hundred and twenty feet, his girth at the largest part being not far from seventy five feet. His head was thirty feet long, and his ponderous flukes were twenty eight feet from tip to tip, and capable of staving a hole, with ease, in the sides of the great Eastern, should she get in the way of the monster's tail; —

The lips of this leviathan made thirty barrels of oil - the throat and tongue yielded some thirty more - with a total yield of over three hundred barrels! —————

The bone taken from his mouth weighed three thousand five hundred pounds, and the slabs were on an average seventeen feet long. — The value of this single animal then was eighteen thousand six hundred dollars! oil being a dollar and a half per gallon, and bone the same price per pound.

Here I mention a curious fact, which does not find mention in the descriptions of whales given to the public. The blubber, which is on the outside of the whale, and covers the flesh or muscles, and from which the largest portion of the oil is taken — this blubber — after cutting through the skin, is found covered with a fine hair or fur, about half an inch ~~at~~ long. This fur is full of a thick, black pigment, which has all the detergent qualities of washing soap, and is sometimes used

by the sailors, for this purpose. This fact shows that the whale is really a fur bearing animal, and that this peculiar formation promotes his personal comforts, amidst the great changes of climate to which he is exposed. — — —

This monster whale of which I have spoken was not captured without loss of life. The sea was rough when the boats were lowered, and while approaching, and in the act of darting the harpoon a sea took us right on his back; —

The result was a stove boat
and the harpooner killed.
As we struck her, I
jumped forward and
thrust ^{down} a lance into her,
as the boat was filling,
and then all were
struggling in the sea.
Fortunately another boat
was at hand, and soon
picked us up. —

As I was getting in, I saw,
near by, a man in a
standing position, a
short distance under
water — reaching down
with my head and
shoulders under water,
I grasped him by the ear,
the only hold I could get,

his hair being cut close.
 As I was trying to raise
 him, a swell of the sea lifted
 the bow of the boat,
 breaking my hold, the
 body sinking down —
 down — steadily, till
 lost from sight. —

He was undoubtedly
 killed by the blow which
 stove our boat. The whale
 was finally killed, but
 she spouted thick blood
 for nearly six hours, —
 and she must have
 lost not less than
 one hundred barrels of
 blood! — As she was
 brought alongside
 I was amazed at her

huge proportions, as compared with the ship. You ask a whaler how large a whale is and he will make a pretty correct answer by comparing her with his ship, — and he will tell you, very nearly, the quantity of oil she will yield. —

I here, observe that the mode of capturing the sperm whale differs, somewhat, from that of taking the right-whale. In attacking the sperm, we avoid his head, approaching him further back, where

his vital parts are found, whereas, with the right whale the converse is true. Besides, the action of the sperm's flukes is chiefly vertical—while the right sweeps in every direction.——

When we see a school of sperm whales, we try to pull into their midst and fasten to the leader. The danger is then very great.——

The instant he feels the harpoon, he strikes a tremendous blow with his flukes,—and this is simultaneously repeated by every one of the school,

even if twenty miles apart! — The whole school now come directly to the wounded whale — and then we have hundreds and sometimes thousands of them tumbling, rolling and pitching end over end all round the boat — and that perhaps is stovering, and the crew in the water, among the whales, which are lashing the ocean into a spray for miles around. — I have known them to lie perfectly still, until getting within their reach, —

and then with open mouth
 grasp the food, and swallow
 it in five or six gulps
 and then repeat the
 process all over again,
 except that the food is always
 kept in the mouth.
 When the whale is
 asleep, we are ready
 to cut in. This consists of
 slipping the animal's
 the flukes, and the
 taking out of the body of
 the right whale, with
 the harpoon and line.
 The beginning of cutting a
 whale has been the high
 formation, called the
 white house, about the
 top of the harpoon.

and then with open mouth grasp the boat, and smash it as fine as kindling wood; and thus await and destroy all our boats, except the one always kept in reserve. —

When the whale is secured alongside — we are ready to cut in. This consists of stripping the animal of the blubber, and the taking out of the bone of the right whale, with the tongue and lips. —

We begin by cutting a round hole in the tough formation, called the white horse — about the eye — one of the harpooners,

with woollen socks on his feet, to enable him to stand on the slippery body, with a rope round his waist, descends to the whale, and inserts the heavy hook, already described, in this hole, near the eye.

To this hook is fastened a heavy rope, or lanyard, which passes through the strap of a large threefold tackle. —

There are two of these tackles fixed to very heavy chain straps around the head of the mainmast — supported by a bridle from the foremast-head, which

also supports the falls. —
These falls or hauling
parts are taken forward
to the windlass. —

The hook being inserted
the order is given to
haul taut and heave
away! — The officers with
cutting spades, are now
busy undercutting to free
and tear up the great
sinewy muscles from
around the eye flap. —
A moderate rolling of the
ship aids the effort, and
soon the strip of blubber —
called the blanket
piece, slowly moves
upward. —

This is about four feet wide and eighteen inches thick; and is kept rolling up, by cutting and heaving at the windlass, till it is about twenty five feet long — when a round hole is cut with the boarding knife, down near the deck, and the other large tackle strap is pushed through this opening, and secured by a toggle or heavy piece of wood thrust through the bight of this strap, on the outside of the blanket piece.

The blanket piece is
 then cut off just above
 this last hold, and
 lowered into the
 blubber room - this
 process is continued -
 stripping off the blubber
 in a spiral direction,
 until we reach the tail.
 These blanket pieces are
 then cut into smaller
 ones called horse pieces;
 then minced and
 tryed out in the large
 pots set in the tryworks.
 In amputating the head
 of the Sperm whale -
 blood vessels are exposed
 through which a small
 boy might ~~pass~~ ^{pass}

and the joint of the vertebrae is seen like a polished ball of ivory — equal in diameter to that of a half barrel head. The head is allowed to float alongside, until the body is disposed of — when the carcass is cast off, the ship drifting away to leeward.

Flocks of albatros and other birds accompany it, — while the sharp fins and lashing tails, show that troops of sharks are engaged in the feast — thus prepared for them.

To obtain the valuable spermaceti, in the head of the sperm whale, the head is divided, and the lower jaw is allowed to sink — unless we wish to save the teeth — for the sailors carving, or to trade with the natives of some of the islands. The upper part of the head containing the case is partially hoisted alongside of the ship, presenting a cavity about twenty feet deep — and about four feet in diameter — according to the size of the whale. — This case is baled out with a bucket — made

very strong for that purpose.
 A man stands on the square
 cut end, and with a pole
 pushes the bucket into
 this thick mass of
 spermaceti, until it is
 filled — when it is hoisted
 out by a tackle. —

During one of my early voyages
 as I was thrusting the bucket
 down I slipped and fell
 into this case. It was
 nearly all baled out —
 The aperture collapsed,
 leaving me in darkness
 and some grease. —
 There was no danger from
 drowning — yet it was not
 pleasant to remain
 there. — — —

The sides of this well were too smooth and slippery for me to climb out, — and had I been left to that alternative — should have perished! — My situation was soon known, and the pole was thrust down for me to grasp. I seized it at once, but on reaching the entrance my head came in contact with the partially closed aperture, which sent me sliding back again. — I again grasped the pole and digging my toes into the sides of the case was finally lifted out. —

If there be truth lying at the
bottom of a well —
and if that case can be
properly called a well —
one should not go to its
bottom, without some
provision for getting out,
better than a greased pole.

The Right-whale has a
natural enemy in what
is known as the killer.
His shape is similar to
the whale — though
much smaller, and of
more slender shape. —
He is armed with sharp
teeth, and attacks the
whale's tongue. —

While feeding with open mouth the killer improves the opportunity to dive in and tear out large pieces of the whale's tongue. — This tongue is no small affair. — having an average length of sixteen feet, — about six feet wide, and eight feet thick — at the base — frequently yielding twenty six barrels of oil. — When attacked the whale is greatly frightened — bellowing so as to be heard at a distance of ten miles — and lashing the water so that the spray can be seen an equal distance. —

She has no effective means of defense, — and all her noise and struggles are nothing to her enemy, but in fact, affords him easier access to her mouth and tongue. —

Many whales are thus destroyed, and a vast amount of food provided for the other inhabitants of the waters, who are dependent upon such sources for a supply. —

The killer uses no part of his prey but the tongue, but, he is attended by ^{numerous} ~~lots~~ of birds and fishes who partake of the fruits of his victories. —

It may be that some land animals find, now and then, a supply from the carcass of whales thrown upon the shore. —

In 1840 I was whaling in the bays of Australia. — A carcass of one of our striped whales was forced up, high and dry on shore by a furious gale. On landing, some weeks afterward, I found a whole family of natives had eaten their way into the huge body, and found, therein, an ample habitation — it served for both food and shelter, until nothing was left but —

the immense structure of bones! - When first found no civilized white man could go within a half mile to leeward of the body, yet these natives were disputing with the birds which should swallow most of the disgusting ~~stuff~~ stuff.

In our cruising we fall in with many a wonderful and curious specimen of life in the ocean. One of the rarest and most discredited is the Sea Serpent.

I am a firm believer
 in its existence — having
 not only the evidence of
 my own senses to confirm
 this belief, but also the
 declarations of a reliable
 man, of large experience
 as a whaling master —
 I refer to Capt. David Smith
 of Sag Harbor, who informed
 me at the Sandwich Islands
 that he had seen a
 monster on his passage
 there, corresponding
 exactly, with the
 description I am about
 to give. — — —

This monster was seen by me
 near Ascension isle, in
 the South Atlantic. —

It was not less than sixty feet long, with a serrated, thin projection along its back near the head. It was first seen astern of the ship, with head out of water coming rapidly towards us. When near us it suddenly turned to windward and went about a mile — then returned toward the ship — dove down and reappeared a half mile to leeward. I lowered the boats in pursuit and got close to him, when he settled down out of sight, and was seen by us no more. He was as plainly visible as any whale I ever saw. —

In latitude 50° South and longitude 70° east from Greenwich, there is quite a large island named Kerguelan's land, or Isle of Desolation. —

When first discovered there were innumerable Sea Elephants on its shores. The English were the first to fit out vessels for the capture of these animals, because Kerguelan, the French discoverer was captured by the English on his passage home, — and could not, therefore, make his discovery known to his people. —

On this island and in its numerous bays, I have had many hair breadth escapes and adventures with whales, Sea Leopards and the breakers. —

Here I have seen millions of Penguins in one rookery! from the majestic King, to the smaller rockhopper. It was no uncommon occurrence for our crew to gather twenty thousand eggs in one day! — The eggs of the Cook Penguin are the best, being quite palatable, and making as fine an omelet as one could wish. — —

While on an eggging expedition, and night coming on, we hauled our boat upon the beach, upset her, and ^{returned} ~~turned~~ in for the night. About midnight we were awakened by an awful noise. If all the geese in America, with those of Europe to assist, were joined in a goose concert, it would not have surpassed this noisy discordant sound. — We lay still, fearing to be trampled to death by the myriads of King Penguins that were constantly coming up from the sea,

and over our boat, as if it were no obstacle in their path. Of course there was no more sleep for us. — They continued their march till long after daylight, when the whole island was covered with them. — A king penguin is larger than a goose, and while walking on shore stands nearly three feet high, — and when seen from a distance, walking up from the water — resembles a human being. It has a white breast, black back and legs, with a yellow streak on each side

of the neck; and will
 yield about a quart of
 oil, clear as amber, and
 when burning gives a
 brilliant light. When
 going to sea — they take
 in ballast — that is
 swallow a quantity of
 stones — which enables
 them to sink under water.
 Its propelling power is its
 flippers and feet. —
 Their movements in the
 water are astonishingly
 rapid — like a ray of light.
 When on shore they discharge
 their ballast. Is this a
bird — having no wings
 to fly? — or what shall we
 call it? —

The sea elephant, also, takes in ballast, in weight from fifty to one hundred pounds and likewise discharges it. They are hunted, principally, for their oil - and their capture has been a source of profit to successful ships. The sea lion and sea leopard will attack a man, on shore, when he gets in the way of their progress. The leopard has the head and neck, and is spotted like his namesake on the land. I have had them attack my boat, and bite pieces out of it; -

They are also quite fierce and dangerous on the land — The sea lion, leopard and seal when disturbed or frightened while lying far up on the rocks, will make their way to the sea, and are not careful to search out a smooth descent, but will often tumble or fall sixty feet — and if they strike on a rock — take no harm, but bound off as if encased in a mass of rubber. — The Elephant differs in structure, habits and disposition from the three kinds last mentioned

He has a small trunk similar to the land animal. He lies in a sort of half stupor about two months, meanwhile shedding his his coat of hair. In killing them, we tap them on the head, and as they raise it, we quickly thrust a lance under their throat, killing them very quickly. —

To the South East of Desolation lies a recently discovered isle — named Hurd's island. About twenty years ago, or soon after its discovery, and while I was residing in China, —

a proposal was sent me
 from New ^{Amoy} London, to
 come on and take
 command of an expedition
 consisting of a ship and
 two schooners, as tenders,
 for procuring elephant
 oil at this island. —

On my arrival there I
 found the shores packed
 with elephants lying
 in heaps like worms;
 We were obliged to kill
 large numbers of them
 to clear a passage for
 getting our tryworks and
 other materials on shore.
 Heavy and frequent gales
 prevail, with no harbor,
 compelling us to anchor

in a situation requiring constant watchfulness and skillful management to prevent our being driven on shore. After filling the ship I proceeded to Melbourne — discharged the oil, and sent it home by a merchant vessel. Meanwhile the schooners, with a crew, were left at the island procuring another cargo for the ship. On our return we completed our cargo and sailed for home, leaving, however, the bones of one of our schooners, which was driven up, high and dry, during a violent gale —

I narrowly escaped a similar fate, though from a different cause. Both schooners were cruising off shore for whales, leaving only four men on the ship. —

One of them had been so long absent, that I felt uneasy for her safety. — Taking one man, I started for the summit of the island for a view, hoping to catch a sight of my missing vessel. — To reach this place we had to pass over rocks and lava beds a distance of three miles, before beginning the ascent, —

then we had, in addition,
snow and ice to contend
with. While trying to climb
a large boulder, at the
summit, it suddenly
gave way!— and down
I went, rock and all
together— rolling over
and over with the stones
down the steep— for a
distance of thirty rods;—
till reaching a precipitous
break in the declivity—
where I found myself
in a sitting posture,
with my legs deep in the
snow— and both of them
broken; and I otherwise
badly cut and bruised,

I realized the situation at once, and knew that it required the most desperate efforts to regain the ship. —

I was taken up and carried by short stages — my companion nearly overcome by my condition, Nerving myself to the utmost, I cheered and encouraged him, till at last we came within hail of the ship and were taken on board, — when I immediately fainted! I had a surgeon but he was away on the absent vessel.

Fortunately, he arrived

during the night, and gave me his best attention. We wished to have me taken to the isle of France, but I would not consent, as we had not, then completed our cargo. I lay in my berth nearly three months — but when once up I rallied quickly, — and on the passage home — regained my former condition and appearance. —

You will pardon me for these frequent allusions to myself — because it is understood that I am giving my own experiences, throughout. —

1865
1847
18

In 1847—while off the southwest coast of Patagonia looking for whales in shore, I encountered a succession of heavy gales, blowing on shore—and having been disabled in carrying sail to get an offing—was forced to run off before the wind towards this rocky unknown shore—to seek if possible, some bay or inlet where we could anchor our ship in safety. As night was coming on we saw what appeared to be a gap or break in the

mountains, and steering
 our ship for it;—found
 it to be an inlet which
 we entered about dark.
 We ran on, sounding as
 we went, but finding
 no bottom. — All at once
 the man in the chains
 sang out fifteen fathoms
 and I shouted —
let go the anchor! —
 So bold was the shore
 that after swinging
 round to our chain
 the ship's stern was
 not over six rods
 from the rocks on
 shore. Soon after
 anchoring a light on
 shore was reported to me.

At daylight I found three, poor, starving creatures—living skeletons! without clothing, and emaciated to the last degree of life! one was unable to stand! There they had been for nine long months, the thermometer at the freezing point—unable to light a fire, on account of continual rain—and no food except a few muscles found in the water! They had just succeeded in getting a fire, for the first time, the day before our arrival, by rubbing

sticks together. —

Seven men had deserted
from the ship *Elinor*
of *Mythic*, at sea; —
four had died; —

We buried the dead,
took the survivors on
board and brought
them home. —

I have since met
one of these men,
and he expressed to
me the gratitude a
sailor always feels. —

In the Pacific—about midway between Asia and America, you will find on the map, a small island which I discovered on one of my early voyages.—

We named it Danger island from the following adventure.—

On sighting it I proposed to land with a boat's crew.—

We had scarcely reached the shore, when we were caught up by the natives, and carried back some distance from our boat.— They then began to squeeze and feel

of us—licking our limbs,
muttering, and looking
up to the sky! —

We were evidently, the
first white men they
had ever seen. I need
not say we were badly
scared—and were,
anxiously planning
our escape. All this
time our captain had
been watching us through
his glass, from the ship,
and I saw by his signal
while standing in,—
that he was about
firing our gun. I told
my crew the instant
the gun was discharged,

to jump up and yell,
and put for the boat.
When the natives heard
the gun and saw
the smoke, they fell
as if struck by a ball,
and we, taking
advantage of their fright,
had just time to
escape to the boat —
for they soon pursued
us with astonishing
fleetness. — — —

I will now speak of
one of my whaling
voyages — remarkable
for my singular scheme
as well as success. —

I purchased in Baltimore,
the half clipper Barque
Hannah Brewer — which
was built for a pleasure
yacht — having only made
one cruise in the
Mediterranean. —

She had two cabins and
a ladies' saloon — fitted
in the most elegant
manner. — She was a
fast sailer — and
always carried an
ivory bone in her
mouth. — On leaving
home I decided to dash
away for the South Atlantic
whaling ground — and
from thence keep right
on around the globe, —

returning home without stopping—except to take one whale at a time. After capturing a whale and cutting him in, I stood on my course, never stopping to cruise in that region for more, as is the usual plan. The result was that I circumnavigated the globe, and got home in fifteen months, with a full ship— even bottles were filled with spermaceti and stowed into every available space!

Our decks were stowed with large casks—made expressly for the purpose, our tryworks being thrown overboard, on nearing home to make room. These casks were filled with blubber, and tryed out on shore—after our arrival.—

It was a great surprise. One of the owners on boarding me, while coming up the harbor, inquired why I had so soon returned?—and pointing to the casks on deck, exclaimed you've turned her into a merchant vessel!—

During our run we had several visits from passengers of merchant vessels. —

One morning, while cutting in, we were spoken by an English East-Indiaman — the captain asking permission to come on board with some ladies, to see our operations and look at the whale. — After cutting in the blubber, I took on board the head of the whale — and after removing the tongue and some bone, made an opening through its entire length. —

One of the ladies wished to pass through this head; Why, said I, - you'll spoil your dress; - but she persisting, in her request, I offered her my arm, and we both walked through together! -

If you are not ~~fatigued~~ wearied, I will speak of some incidents of a passage from the Sandwich Islands to New ^{Amynter} London; via China and the cape of Good Hope. I have already told you of a great success of mine, off Kamsehatka, in 1844. -

After filling my ship, on
 that voyage, I proceeded
 to Honolulu for the
 purpose of recruiting and
 cooping my cargo of oil,
 before passing through
 the tropics. Here I formed
 an acquaintance with
 a Mr. Dwight, a lawyer
 of Springfield, Mass. —
 and a nephew of the late
 professor Theodore Dwight,
 of Yale college. [He was
 wealthy and on a
 pleasure tour around
 the world. At that time
 one might be obliged to
 wait years for an
 opportunity to go from
 there to China, direct, —

Mr. Dwight informed me that he had been waiting six months for such a ^{opportunity} chance — that he had finished his visit to the islands, and urged me in the strongest possible way, to go home by the way of China and Cape Good Hope, instead of returning by Cape Horn, as I had contemplated. His situation and pleadings won my sympathy — and I decided to go that way, and take him and his Kanaka servant with me, to Hong Kong. —

I could make as quick a passage this way as by the other route. —

The only drawbacks were the difficult navigation among the numerous islands and coral reefs in the route, and the exposure to typhoons — which we might expect to encounter at that season of the year. —

On our passage thence we sighted Grigan — an island of the Sadronne group — and as Mr. Dwight was curious to see everything, I determined to gratify him, as far as I could

in justice to myself and the others interested with me in the ship. —

While standing in, seeking a landing place, we observed two men, in sailors dress, — which surprised me, as this island was described as ⁱⁿunhabited. —

We found there two sailors who had deserted from an English ship, and joined a small company of natives who were landed there eighteen years previously, by one of our Nantucket whalers. —

The natives were, originally, from the King's Will group, and were rescued by this whaler, while returning from a victorious expedition against a neighboring island. When picked up there were only six men and three women left, of a band of one hundred men and twenty women! They had encountered one of those dreadful hurricanes, and had been driven so far away, that they were unable to find their way back; When found they had lost everything, sails, paddles,

and provisions; and all but these survivors, had perished from starvation! This band with the two sailors, had increased to quite a colony. — They were rejoiced to see us, having never communicated with a vessel during the whole eighteen years. We found the island destitute of animals. There were no vegetables excepting coconuts, which grew in great profusion — There were many birds of beautiful plumage — among which were noticed the white cockatoo and

other kinds of parrots. —
We shot a queer looking
bird in a tree — which
so frightened the natives
that they ran away, —
refusing to return until
assured by their sailor
companions that we
would do them no harm.
These sailors were nearly
destitute of clothing, —
I gave them a complete
outfit, and materials
for making more. —
They were supplied with
needles, thread, twine,
cooking utensils, and
flour, tea, coffee and
sugar, with other
provisions necessary

for a housekeeper's needs,
I also put on shore two
dozen domestic fowls,
four turkeys and
twenty four pigs, for
breeding purposes — the
coconuts, ~~for~~ as I have
since learned, producing
the best pork in the world.
I made up a library for
them consisting of a large
number of books of various
kinds — and left them
a variety of seeds, potatoes
and other vegetables for
planting, — and
directed the sailors to
be sure and give
attention to their
cultivation — as it

might, at some future time, be a source of great profit to them, by trading with vessels that might stop there for supplies. —

On my arrival at Hong Kong, I wrote to a Honolulu paper an account of my discovery and doings at Grigam — and also suggested that in a short time vessels might be able to procure supplies there. I have since learned that three years after my departure, sixty five ships were furnished with hogs,

fowls, sweet-potatoes
and fruit in abundance,
— that in ten years
six hundred ships
had been thus supplied,
and that the two sailors
had amassed quite
a fortune by their trade!

On nearing the Chinese
coast, but before sighting
it, we came upon
innumerable fishing
junks — so numerous
that it was difficult
to keep clear of them
in the night. These
junks are moored to
two anchors, which
are placed about

one hundred rods
 apart with a heavy
 connecting cable —
 A bridle from this
 cable leads around
 the foremast of the
 junk and so arranged
 that the junk after
 sailing the length of
 the cable, is brought
 up all standing —
~~and is brought up to~~
~~the same~~ and swung
 around by this bridle
 on the other tack —
 and so she continues
 sailing back and forth
 with sails always
 set, and with no help
 or attention from the crew.

They have scrawl nets
on the quarter, with bait,
into which the fish are
entangled and the
net hauled in every
two hours. Hundreds
of these junks are
annually run down
by foreign vessels, and
their crew with women
and children drowned
or otherwise killed.
The first night of my
arrival on the coast,
I came within an ace
of sending one poor fellow
into eternity — and
had I been below, they
would, certainly, have
been run down; —

After sighting the coast pilots came off, and we had an amusing display of their skill and tact in driving a bargain. — Our yankee horse jockeys are nowhere in comparison. The first demanded one hundred dollars — but I did not want him, preferring to depend wholly on myself. — But finally at the urgent request of Mr. Dwight, who wanted to pay the charges, one was employed for fifty dollars.

In coming alongside
 his junk was dashed
 against the ship by
 a heavy sea — and
 smashed like an
 eggshell — the poor
 fellow crying out
 Ai' yah! Ai' Yah!
Bootee Brookee! how
Chinee man gettee
 shore! —————

On our arrival at Hong Kong
 (Mr. Dwight) chartered a fast-
 steamer (at an expense
 of six hundred dollars,
 to make an excursion
 to Canton — inviting
 me to go with him. —

Several days were spent in Canton, and on our return (Mr. Dwight) was to stop at Macao, to take the English steamer for Calcutta. He sent on board my ship a large case of valuable presents, — and while on our return down the river, he appeared uneasy, lest some disaster might befall me, on my passage home — and taking from his pocket a paper, said — Capt. Browne, I wish you to accept this —

which was a deed of
a farm of eight hundred
acres — in ^{a western state} (northern
Illinois) — I took it then,
but on taking leave
at Macao, the parting
was so affecting, that
I threw the paper on
the deck — and
jumping into my boat,
was quickly out of sight
among the crowd
of junks! —

which was a great
 an amount of capital - I had
 - I had the same
 (I had) - I had it then
 but was not in the
 the same way as the
 was so different that
 I think the paper on
 the back - I had
 from the same
 was quite out of sight
 among the other
 of the
 in the
 my passage home
 and taking from his
 pocket a paper, said
 "My friend, I wish
 to be excused this

Inventory of the estate of William Sherwood, deceased. Real Estate.

The Homestead with 12 A. 1 R. 30 P.,
more or less, appraised " \$ 6000.00

A tract of land in nine
divisions as to value as
follows—

No. 1	containing 4 acres	"	400.00
" 2	" 4 do.	"	260.00
" 3	" 4 do.	"	320.00
" 4	" 6 do.	"	390.00
" 5	" 10 do.	"	300.00
" 6	" 6 do.	"	150.00
" 7	Orchard lot 3 do.	"	225.00
" 8	Old house lot 2 and 6 rods	"	254.00
" 9	West-side turnpike O. 3 Rods, 29 Poles	"	131.25
" 10	Small plot in front of homestead (Known as croquet ground)	"	100.00
" 11	Salt meadows in Stratford	"	100.00
Total amount of Real estate			\$ 8630.25

The personal estate consisting as under

In the Parlor

1	Carpet	"	20.00
7	Chairs	"	12.00
1	Sofa	"	10.00
1	Mirror	"	5.00
1	Table	"	5.00
1	Center stand	"	4.00
1	Group family portraits	"	5.00
	Mantel ornaments	"	4.00
	Books and engravings	"	10.00
	Stove and pipe	"	2.00

\$ 77.00

In the Hall.

1	Table and cover	"	2.00
	Carpeting stair rods &c.		6.00

Sitting Room

	Floor covering		5.00
1	Stove with marble slab		7.00
	Chairs	"	15.00
1	Lounge	"	7.00
1	Table and cover	"	5.00
1	Mirror	"	2.00
	Drawers & books	"	1.00
	All lamps in the house		3.00

In the Bedroom.

1	Carpet	"	4.00
1	Bedstead	"	10.00
	Beds & Pillows	"	5.00
1	Bureau with mirror	"	10.00
1	Electric battery	"	2.00
1	Wash stand	"	4.00
	Chairs & light stand	"	2.00
1	Group of mirrors portraits		1.00

In the Kitchen.

	Floor covering	"	1.00
1	Stove and pipe	"	2.00
	Chairs	"	6.00
	Table, stand, lounge & glass		1.00

Garret.

	A lot of sash with glass		5.00
1	Piece stair carpeting		1.00
			\$ 107.00.

No. 1 Front Chamber

1	Carpet	"	"	\$ 5.00
1	Bureau with glass	"	"	5.00
1	Wash stand with bowl & pitcher			6.00
8	Chairs	"	"	4.00
1	Bedstead	"	"	4.00
1	Bed	"	"	12.00

No. 2	Wash stand & glass	"	"	5.00
1	Carpet	"	"	1.00
1	Bedstead	"	"	3.00
	Beds	"	"	5.00

No. 3	Bedstead	"	"	1.00
1	Bed	"	"	4.00
1	Bureau & glass	"	"	1.00
1	Set of drawers	"	"	2.00

In the cellar,

1	Grindstone	"	"	2.00
1	bb. Pork	"	"	12.00
1/3	" Beef	"	"	4.00
70	lbs. Lard	"	"	5.60
70	" Hams	"	"	7.00
10	bush. Potatoes	"	"	10.00
10	" small "	"	"	2.50
900	Galls. old cider	"	"	90.00
80	" "	"	"	8.00
21	Casks	"	"	15.00

\$ 214.10

1	Plated tea set, 4 pieces	"	\$ 18.00
	Knives & forks, 12 each	"	7.00
12	Silver table spoons	"	7.00
6	Tea spoons	"	6.00
16	"	"	9.00
1	Set china ware	"	5.00
1	Broken set	"	3.00
1	doz. goblets	"	1.00
1 1/2	" wine glasses	"	1.50
1	Gum	"	10.00
4	Milk cans & 2 pails	"	5.00
5	Cords of wood sawed & split	"	35.00
2	Pigs	"	12.00
1	Horse	"	75.00
1	Red heifer	"	35.00
	Beardsley cow	"	30.00
	Harvey Hubbell cow	"	35.00
	Seely cow	"	35.00
	Grassy "	"	30.00
1	3 year old "	"	35.00
25	bush. corn	"	12.50
25	" rye	"	18.75
30	" oats	"	12.00
3	cwt. corn meal	"	3.00
"	" wheat bran	"	3.00
10	Hay Hay	"	100.00
	Rye straw	"	3.00
1	Ox cart	"	15.00
1	"	"	10.00
1	Sled	"	4.00
1	wagon	"	10.00
1	"	"	15.00
1	carriage	"	50.00
1	wagon	"	40.00
1	sleigh	"	10.00
1	snow	"	20.00
1	Hay rake	"	12.00
			732.75

1	Road scraper	"	\$ 5.00
1	Heavy harness	"	8.00
1	Light do.	"	8.00
1	wolf Robe	"	3.00
1	Double harness	"	10.00
1	About two acres rye growing		30.00
5	Cords wood		15.00

	Cash	"	15.07
10	Shares Birmingham bank stock		1200.00
5	do. Pequonnock	"	525.00
1	Note by S. S. May secured by mortgage		
	(and amounting to 24.72.		2344.00
1	Note by J. E. Sherman amounting to		2682.81
2	Bank books, Bridgeport savings bank		685.14
4	Shares Newtown turnpike stock, no value		
4	" Turnpike stock		\$16.00

Bill due from Wakeman Wells 8.96

do. " " David Nash 27.06

Sundry bills due from F. Vroom
and Leroy Barnum amounting to 46.70
which the deceased after many
applications failed to collect,
and which bills are by us
deemed uncollectable.

Real estate =	8630.25	7764.04	7764.04	
Personal =	8894.89	732.75	732.75	7765.74
Total =	8630.25	107.00	214.10	46.70
Total =	17525.14	8894.89	107.00	7719.04
			77.00	45.
Total Personal estate	\$8294.89		\$7764.04	

READ FIRST!

top scanning
here

at Washington for board and passage to
Annapolis, for both — 4.65—
For board at Annapolis

